

**The original documents are located in Box 4, folder “Coast Guard Procurement Bill - H.R. 11670” of the Loen and Leppert Files at the Gerald R. Ford Presidential Library.**

### **Copyright Notice**

The copyright law of the United States (Title 17, United States Code) governs the making of photocopies or other reproductions of copyrighted material. Gerald Ford donated to the United States of America his copyrights in all of his unpublished writings in National Archives collections. Works prepared by U.S. Government employees as part of their official duties are in the public domain. The copyrights to materials written by other individuals or organizations are presumed to remain with them. If you think any of the information displayed in the PDF is subject to a valid copyright claim, please contact the Gerald R. Ford Presidential Library.

THE WHITE HOUSE

WASHINGTON

June 2, 1976

JUN 3 1976

MEMORANDUM TO: JACK MARSH

FROM: RUSS ROURKE *Rourke*

Jack, Dan Kearney (OMB) handles the Department of Transportation, under which the Coast Guard now falls.

Kearney advises me that the Administration is opposed to a "Buy American" provision in this legislation for two reasons:

- 1) The inclusion of such a provision would increase costs by approximately \$120 million.
- 2) Many component parts of a foreign aircraft would be produced in the United States.

I know that you will want to contact John Rhodes immediately or have Charlie Leppert do so in your stead.

cc: MFriedersdorf  
CLEppert ✓



THE WHITE HOUSE

WASHINGTON

May 24, 1976

MEMORANDUM FOR: RUSS ROURKE

FROM:

JACK MARSH

*Jack*

On this Coast Guard bill, who has the action on this inside the building. I realize the Department of Commerce is the Department, but who would have the follow-up here? Would it be OMB or the Domestic Council, or more likely the EPB international section. In all events, let's get a quick rundown on where this stands so I can get back to John Rhodes.

Many thanks.



THE WHITE HOUSE  
WASHINGTON

May 19, 1976

*Tape  
get to  
R ASAP*

MEMORANDUM FOR:

JACK MARSH

THRU:

MAX L. FRIEDERSDORF *m.b.*

FROM:

CHARLES LEPPERT, JR. *CLJ*

SUBJECT:

H. R. 11670, Coast Guard  
Authorization Bill

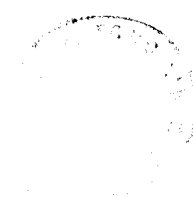
Senator Ted Stevens has amended H. R. 11670, the Coast Guard authorization bill, in executive session of the Senate Commerce Committee to require that the 41 jet aircraft authorized for the Coast Guard be 100 percent manufactured in the United States. The bill was reported out of the Committee on May 13 and could be acted upon at any time by the Senate.

Rep. John Rhodes called to ask what the Administration position is on the Stevens amendment and to bring the matter to your attention. Rhodes understands that the Administration is opposed to the Stevens amendment. Is his understanding correct?

The aircraft involved, I am advised, is substantially made in the U. S., however, there is a French corporation in competition. The engine for this aircraft is made by the Garrett Engine Co. in Phoenix, Arizona, and other parts are made in the State of Arkansas.

What can I advise Rhodes on the Administration position on the Stevens amendment?

cc: Tom Loeffler  
Pat Rowland



June 4, 1976

*File*  
*Constitutional Amendment*  
JUN 4 1976

MEMORANDUM TO: JACK MARSH  
FROM: RUSS ROURKE

Jack, FYI, I discussed the attached with Alan Kranowitz.  
Alan will set up a meeting with John Rhodes ASAP for  
himself and Dan Kearney to discuss this item in detail.

cc: CLeppert ✓  
AKranowitz

RAR:cb



THE WHITE HOUSE

WASHINGTON

June 2, 1976

MEMORANDUM TO: JACK MARSH

FROM: RUSS ROURKE *Rourke*

Jack, Dan Kearney (OMB) handles the Department of Transportation, under which the Coast Guard now falls.

Kearney advises me that the Administration is opposed to a "Buy American" provision in this legislation for two reasons:

- 1) The inclusion of such a provision would increase costs by approximately \$120 million.
- 2) Many component parts of a foreign aircraft would be produced in the United States.

I know that you will want to contact John Rhodes immediately or have Charlie Leppert do so in your stead.

cc: MFriedersdorf  
CLeppert



THE WHITE HOUSE

WASHINGTON

May 19, 1976

get to  
R ASH

MEMORANDUM FOR:

JACK MARSH

THRU:

MAX L. FRIEDERSDORF *m.b.*

FROM:

CHARLES LEPPERT, JR. *CLJ*

SUBJECT:

H. R. 11670, Coast Guard  
Authorization Bill

Senator Ted Stevens has amended H. R. 11670, the Coast Guard authorization bill, in executive session of the Senate Commerce Committee to require that the 41 jet aircraft authorized for the Coast Guard be 100 percent manufactured in the United States. The bill was reported out of the Committee on May 13 and could be acted upon at any time by the Senate.

Rep. John Rhodes called to ask what the Administration position is on the Stevens amendment and to bring the matter to your attention. Rhodes understands that the Administration is opposed to the Stevens amendment. Is his understanding correct?

The aircraft involved, I am advised, is substantially made in the U. S., however, there is a French corporation in competition. The engine for this aircraft is made by the Garrett Engine Co. in Phoenix, Arizona, and other parts are made in the State of Arkansas.

What can I advise Rhodes on the Administration position on the Stevens amendment?

cc: Tom Loeffler  
Pat Rowland



June 4, 1976

JUN 7 1976

MEMORANDUM TO: JACK MARSH  
FROM: RUSS ROURKE

Jack, I am sure that you will be interested in the attached memo from Alan Kranowitz. You will note that he spoke with Dennis Taylor today. in connection with the Coast Guard authorization bill.

cb

cc: Cleppert ✓

*cc*  
*pk*  
*tl*







EXECUTIVE OFFICE OF THE PRESIDENT  
OFFICE OF MANAGEMENT AND BUDGET  
WASHINGTON, D.C. 20503

June 4, 1976

NOTE TO: RUSS ROURKE

FROM: ALAN M. KRANOWITZ *Alan -*

I put in a call to John Rhodes but he had left early today, so I talked to Dennis Taylor.

I told Dennis that the Administration opposes the Stevens "Buy American" amendment on the Coast Guard authorization bill, because such an amendment would increase costs by approximately \$120 million.

Taylor was delighted with the news and reports that that is exactly what Rhodes had hoped to hear.

Attachment

cc: Dan Kearney



THE WHITE HOUSE

WASHINGTON

June 2, 1976

MEMORANDUM TO: JACK MARSH

FROM: RUSS ROURKE *Rourke*

Jack, Dan Kearney (OMB) handles the Department of Transportation, under which the Coast Guard now falls.

Kearney advises me that the Administration is opposed to a "Buy American" provision in this legislation for two reasons:

- 1) The inclusion of such a provision would increase costs by approximately \$120 million.
- 2) Many component parts of a foreign aircraft would be produced in the United States.

I know that you will want to contact John Rhodes immediately or have Charlie Leppert do so in your stead.

cc: MFriedersdorf  
CLeppert



WASHINGTON

May 19, 1976

9<sup>ed</sup> R H<sup>1</sup>

MEMORANDUM FOR:

JACK MARSH

THRU:

MAX L. FRIEDERSDORF *m. b.*

FROM:

CHARLES LEPPERT, JR. *CLJ*

SUBJECT:

H. R. 11670, Coast Guard  
Authorization Bill

Senator Ted Stevens has amended H. R. 11670, the Coast Guard authorization bill, in executive session of the Senate Commerce Committee to require that the 41 jet aircraft authorized for the Coast Guard be 100 percent manufactured in the United States. The bill was reported out of the Committee on May 13 and could be acted upon at any time by the Senate.

Rep. John Rhodes called to ask what the Administration position is on the Stevens amendment and to bring the matter to your attention. Rhodes understands that the Administration is opposed to the Stevens amendment. Is his understanding correct?

The aircraft involved, I am advised, is substantially made in the U. S., however, there is a French corporation in competition. The engine for this aircraft is made by the Garrett Engine Co. in Phoenix, Arizona, and other parts are made in the State of Arkansas.

What can I advise Rhodes on the Administration position on the Stevens amendment?

cc: Tom Loeffler  
Pat Rowland

